become Admirals at a time when their

term of service is virtually at an end,

and when such value as they may have

acquired for purposes of command and

counsel has reached the point of cancel-

ation under law. The Personnel bill

is intended to correct these flagrant

officers of command and flag rank under

conditions which will guarantee a reason-

able continuation of their services. It

The Hon, HENRY EREN BURNHAM has

been a Senator in Congress for nearly six

opinions have not been thrust rashly upon

out" bravely for the gold standard, and we

are informed that his views of gravitation

are sterling and sound. Mr. BURNHAM is

a safe statesman, and New Hampshire is

The Hon. WILLIAM ALDEN SMITH of

Michigan is to be transferred from the

House to the Senate. The Hon. Hown

The Hon. JOHN BUTTIN MORAN has

Dishonesty Among Express, Freight and

Postal Messengers.

ages were sent to our home from the country by

way, but the number thereof was not specified.

The gift consisted of a barrel of veretables, one

labelled and the card sewed to the burlap, of which

nore later. In due time the box and barrel were

notified and thanked for the gifts. Later on one

of the out of town family who had been so generous

&c. "Nuts," said we, astonished. "There were

and the bill was produced, plainly showing the

fact and the prepayment of charges. Our friend, being of a vigorous turn of mind, immediately set

about an inquiry, with the result that the bag of

nuts was reported as having been found without a label and immediately sold, the employees pre-

sumably dividing the money. Our friend, still

more vigorous in his determination to have his rights, persisted in his demand for a settlement,

and quickly forced the payment of the value of the nuts, \$3.50, which left us victorious for once over

While in a Western city a few years ago & dresse

runk was given to me, which was shipped by

freight, charges prepaid, directly from the factory in Ohlo. The bill of lading with that fact plainly

tated was sent on by mail. In due time the rail

was visited the same day and the trunk inquired

for, when the information was vouchsafed that it would be delivered on the payment of \$3.84 extra

charges. But the owner protested there were no

After a long parley with many shrugs and putting

"The Bottoms," where held up freight was allowed

to accumulate. Hither the owner betook herself, and found her trunk in a large cellar, with other

similar derelicts. Demanding the reason for the extra charges with evidently exasperating effect on the employees, she was informed that the way-bill held by the company stated that the trunk was "full of easles" (sie), and it was explained, "casles"

were among the many things which demanded

was, so ridiculous a charge that the owner was

to extreme and audible mirth, easels ?

and the freight employees began visibly to weaken.

When she recovered she demanded a knife or sels

sors to show how imposible it was to stow away

an easel in so little space, but the men had had

the trunk and seemed very glad to aid in removing

it from the cellar and to get rid of the persistent owner. The bluff did not work, and they were

bonbons dropped out, and how for two or three weeks at the joyous season the happy representa-

tives of Uncle Sam used "to wade in sweets to their

The remedy, as remarked above, is a vigorou

mined, and much of this annoyance and disgusting

prosecution of the offenders, relentless and deter

Grafting Expressmen

jailed. But the practice goes on. What's the remedy?

ANOTHER VICTIM.

To Prevent Double Charges

TO THE EDITOR OF THE SUN-Sir: If your corespondent, "J. P. D.," will adopt the method which

I have used for some time, he would, I think, have

no occasion to complain of double charges upon express matter delivered to or sent by him; and

in view of the fact that the express companies will

not mark the charges, and whether prepaid or not

upon packages. I recommend that the sender do

TO THE EDITOR OF THE SUM-Sir: It is true that

the Wabble did not tow the Ponce into port, but

the nautical sharps of the Maritime Exchange who insist that there is no such boat as the Wabble,

are doing a great injustice to a good ship. She

was formerly owned by James J. Hill, and used to

take fishing excursions to the coast of Labrador

from here. Then she was known as the Tadleigh

name that she now sails the seas under the name

TO THE EDITOR OF THE SUN-Sir: Is your co

espondent Charles Stuart-Linton justified in being

so sure that in the event of a war between England and Japan and America and Germany

France knows very well on which side her bread

buttered, or, in other words, she knows which is

If war should come I believe that England would find herself quite isolated, save for her Eastern

TO THE EDITOR OF THE SUN—Sir: The following respectfully dedicated to the Boston "knockers."

On the course of the Jamestown show,

Away with the blustering bean Brigade Outside of the Jamestown show stockade.

But eleven "bean eaters" have wandered away And are out in the Boston snow:

FRANKLIN MORRIS.

France would side with the former!

her friend, Codlin or Short.

shoe tops," while the kindly senders grieved.

grafting will cease.

innocence of the public.

NEW YORK, January 13.

it, and in ink that cannot be effaced.

of Wabble

WASHINGTON, D. C. January 12.

t up to somebody else the trunk was discovered

and company informed the recipient of the gift the West of the arrival of the same. The office

dishonesty.

nuts." "But there were nuts," said our friend.

express. We were notified that they were on

oox and a bag of hickory nuts. These last

TO THE EDITOR OF THE SUN-Sir: Three pack-

years and he is to succeed himself.

he country, but he has them. He

ought to be passed.

ustly proud of him.

from triumph to triumph.

perpetual illumination.

Postage to foreign countries added. Published by The Sun Printing and Publishing Association at 177 Samar street, in the Borough of Manhattan, New Yorki

If our friends who favor us with manuscripts for publication wish in happyrejected articles returned their must in all cases send stamps for that purpose.

Mr. Shaw on Parties and Danger.

The oracular voice of the Hon, LESLIE MORTIER SHAW peals grandly and thought ploughs deep the alabaster brow of the Hon. TIM WOODRUFF. Mr. SHAW is trying to tell the Kings county Republicans, or to find out for himself, where the Republican party is at:

" We are in no danger of falling. If there is any danger it is that party lines may be obliterated. We must stand by our principles and differentiat from the other party."

Stand by "our principles," just as the Democrats stand by theirs. What is the difference between the Republican set of principles and the Democratic set? In platforms each side views the other with alarm, but are they not pretty much alike, tested by votes in Congress? Party names survive. Partisan orators. cackle defiance. Yet there seems to be but one party, a radical party. The Hamilton of Denison went on to

" Any other than party government is mob gov

ernment. We must maintain the party lines. If any man is able to bob up and say, 'I am the parts and I am the principles,' we are in danger.' Mr. SHAW had better hoist the danger

signal.

A Visit to Ottawa.

Secretary Root will go to Ottawa this week as the guest of Lord GREY. It is announced that the visit is of a social and not of a political nature, but it is a fair inference that as these distinguished gentlemen sit in social communion in the comfortable library at Rideau Hall their conversation will at times drift into matters of international interest. Much may be accomplished by just such an informal, personal discussion, in a friendly and neighborly fashion, between esteemed host and equally esteemed guest,

Gur general relations with our northern reighbor stand, happily, on a footing of notable cordiality. Yet, partly because we are next door neighbors, there are sundry points of difference regarding matters of mutual concern. Some of them are of long standing and contain at all times a menace to our present friendly relations. In 1897 an effort was made to clear these all up. By mutual agreement a Joint High Coramission was appointed for their consideration. That body met in Quebec in August, 1898, and continued in session, in Quebec and in Washington, until February, 1809, when it adjourned with a nominal agreement to meet again during the summer of that year. There were, however, no later official meetings. and the issues have remained in a state of what might be called suspended animation. There has been some blame on both sides, a little too much Yankee on one side and a little too much Briton on the other.

One of the issues considered by the commission of 1898 has since been settled. This was the Alaska boundary question, determined by the Alaska Boundary Tribunal which met in London in September, 1903. Among the more important matters which remain there are the questions of pelagic sealing; the Atlantic and the lake fisheries; the bonding of American merchandise in transit through Canadian territory and of Canadian merchandise through American territory? alien labor legislation; warships on the Great Lakes; the preservation of the Falls of Niagara; rights of American whalers and fishermen in Hudson Bay; and that much discussed issue of reciprocal trade relations. As there are a few minor and incidental matters there is little probability that Lord GREY and his guest will find themselves falling asleep from lack of topics.

Training the National Guard for War. General CHARLES H. GROSVENOR, who represents the Eleventh Ohio district in the House, comes of a family of soldiers: his grandfather, Colonel THOMAS GROS-VENOR, commanded the Second Connecticut Regiment in the Revolutionary War, and his father, Major PETER GROS-VENOR, served with the Tenth Connecticut Regiment in the War of 1812. The General himself has an excellent civil war record: going to the front with the Eighteenth Ohio Volunteers, he rose to be its Colonel, and at the battle of Nashville commanded a brigade. In the light of his military antecedents and his own distinguished services it is most amazing that the General should set his face against the joint manœuvres of the Regular army and the National Guard, as he did during the debate on the Army

Appropriation bill on Wednesday. Briefly, the General's objection to training the Guard by contact with the Regulars in tactics of modern warfare was that the function of the militia was that of a posse comitatus, which might be called upon to protect the people of the States in time of civil disturbance. "'Iterior benefit." admitted the Ceneral, "may be found in case of war." The ulterior benefit conferred on the country by the volunteers who ran away | agree with Mr. Howes in thinking that at Bull Run the country did not enjoy for some time afterward.

GROSVENOR may be entitled to his opinion about the function of an organized act is to credit them with the possession militia. We submit, however, that he is not in touch with the genius of modern tactics. Listen to him-he is commenting on the joint manœuvres which he witnessed in the West recently:

* Among the rest they had a sham battle, and they mouth the influence of Japan has been and responsibility by sheer virtue of

rould manusers. Woll, I served four years and spward in the army at a time of active service in war and, with a single exception, I never saw any egiment, brigade, division, battery or squadron ever manusyre either in camp or in battle upon my of the magnificent plans and details that they undertook le perform down there, and they might dack rope and exhibitions of equestrianship for the benefit of the militia of Ohlo as to have the erformance they had."

"Can such things be and overcome us of bloody strife, an ex-General of brigade. oblivious of the fact that field guns now kill at five miles and magazine rifles disable men at a mile and a half! The explanation, of course, is that when the General sheathed his sword and returned to his law books he lost interest in the art of war-four years of carnage and glory were enough for any man-and gave himself up to serving his country as a lawmaker. Athens has sent him back to Congress time and again, and now even his race as an officeholder is un. Meanwhile, the trajectory of shell and bullet has changed, and tactics with them, necessitating the training of troops in operations which mystify the tough old soldier who survives from the day of frontal attacks en masse and the exhilarating cavalry charge.

A House of callow youngsters-few of them had heard a shot fired in anger -turned a deaf ear to the old campaigner, and the item of \$1,000,000 for joint manœuvres went into the appropriation bill. In course of time we hope to see more money devoted to a purpose so practical. There may be a question whether it would not be better to detail regiments of regulars for service at State camps instead of holding joint manœuvres at a few centres of mobilization, but either one practice or the other must be followed if the National Guard is to avoid the dry rot which caused it to drift to the rear so rapidly at Bull Run and impaired its usefulness in Cuba.

What We Should Lose by Excluding Japanese.

It is probable enough that an effort will be made in our Pacific Coast States to secure from Congress the passage of legislation modelled on the Chinese exclusion act, and intended to keep out Japanese emigrants. We may be sure, however, that the American people, keeping in view the interests of all sections and of the nation considered as a whole, will not permit the hasty adoption of such a policy. They would first count the cost. What that cost would be is pointed out in the current number of the North American Review by Mr. OSBORNE HOWES, the honorary Consul for Japan at Boston.

We have heretofore given reasons for believing that neither the relegation of Japanese children to a particular public school in San Francisco nor even the passage of a Japanese exclusion act would be likely to be made by the Tokio Government a casus belli. Japan has no onger anything to gain from a contest with the United States, now that she has acquired an ample outlet for her surplus population on the Asiatic continent in a zone to which her people are acclimatized. At the time-when she accepted Formosa as one of the prizes of whether she might not be compelled to turn her expansive energies southward. and confine her aspirations to the creation of an insular empire. Mr. Howes directs attention to the fact that the Japanese have proved unable to bear the semi-tropical climate of Formosa, their children born on that island almost always dying if not sent to pass their childhood in Japan. We may dismiss, then, as unfounded the apprehension that war might be the outcome of an attempt to deal with the subjects of the Mikado as we have dealt with the Chinese.

We must not, on the other hand, assume that because we have with impunity passed and enforced a Chinese exclusion act we need expect no sort of reprisal should we direct a similar piece of legislation against the Japanese. It is true enough that our exports to China were not lessened a jot by the Chinese exclusion act; it has only been the harsh and unfair application of that statute, aimed at laborers solely, to merchants and travellers that brought about the recent boycott of American commodities in the Middle Kingdom. The Japanese are people of a very different temper. They are exceptionally high spirited and have the keenest sense of national dignity and pride. They might not object to an exclusion law applicable to all countries, European or Asiatic, but they would indignantly resent a measure which discriminated against themselves by withholding from them privileges granted to emigrants from Europe. That they should be made the victims of such discrimination on the part of the United States would seem to them peculiarly outrageous, inasmuch as it was we who forced them to renounce their own traditional policy of exclusion.

Mr. Howes, who knows the Japanese well, is convinced that they would not tamely submit to what they would deem an insult. That retaliation of some kind would come he considers as certain as that night follows day. The retaliation, in his opinion, would take the form of a change of commercial policy on their part with reference to the United States. They would buy from us no more than they could help, drawing their flour by preference from Manchuria and limiting their purchases to our raw cotton and kerosene oil. The shrinkage of our trade with Japan, however, would be unimportant compared with the effect produced upon the markets of Manchuria, where the cotton mills of New England, the Carolinas, Georgia and Alabama have sold about \$40,000,000 worth of their products in a year. We to suppose we should retain a market in that part of Manchuria under Japanese As a strict constructionist General control after we had discriminated against the Japanese by an exclusion

> of superhuman generosity. The waning of our trade with Manchuria would itself represent but a part of the loss to be apprehended from Japan's resentment. Since the Peace of Ports-

midertook to manauvre on a large scale, as an army preponderant at Pekin, and had she been provoked by unfriendly treatment to use it against us we may be sure that the recent boycott of American goods in the Chinese treaty ports would never have been removed. On the contrary, it would have become more far reaching garwell have had a show and a performance on a | and rigorous. One of the worst sufferers from the partial or total paralysis of our trade with the Far East would be the Pacific Coast itself. Mr. Howes points out that between 1897 and 1906 like a summer cloud," and so . op. A the traffic between our Pacific Slope ports doughty old warrior, hero of four years | and the ports of eastern Asia increased from \$75,000,000 to \$140,000,000, or, in other words, was nearly doubled. It is extremely probable that if we remain on good terms with Japan that trade will be capable of almost limitless expansion during the next quarter of a century. All well informed persons concur with Mr. Howes in believing that the continuance and growth of this trade is absolutely contingent upon the maintenance of sentiments of good will and respect between Japan and the United States.

Another Invasion of Home Rule.

In a speech before the Brooklyn Union League on Saturday evening Speaker WADSWORTH of the Assembly made this declaration in behalf of his colleagues in the Legislature:

" We will make the solving of your transit prob lem a party measure. We will take your word for how the problem shall be solved, and giving you the relief you so justly demand will help us as a party."

The "transit problem" of which Mr. WADSWORTH spoke is that caused by he overtaxing of the facilities for handing traffic at each end of the Brooklyn Bridge. It has existed in its present form ever since Greater New York became one city. Four municipal administrations, covering nine years, have known its importance and have not remedied conditions of which continuous and just complaints were made. Instead. each administration has allowed the situation to become worse, until to-day it is a greater disgrace than it has ever been before.

The solution of this problem was and s eminently a municipal duty and opportunity. When the Legislature and the Governor undertake it the State will exercise its powers in a matter in which he city government has full authority. Home rule" will be disregarded, the proper field of municipal enterprise will be reduced, and the rights of the citizens of New York to manage their local affairs after their own fashion will be encroached upon sadly.

Yet there will be no public lamentation over the intervention of the State in this purely parochial question of engineering. The city has shown absolute incapacity to deal with the matter. Its agents have proved wholly incompetent to the task. They have invited the curtailment of their influence that impends, and in this case, as in many similar cases, the public will welcome an invasion of the right of home rule and the exercise of a foreign authority.

Still it is humiliating to reflect that New York city is obliged to call for outside help in this entirely local matter.

Mr. Tillman as a Burnt Cork Artist. extra charge if tucked away in baggage. This The Hon, BENJAMIN RYAN TILLMAN'S performance in the Senate Saturday must have reminded the spectators of the old fashioned negro minstrel lecturer, the sable humorist who pounded the table with his voluminous umbrella and emitted a series of mingled jokes and highfalutin. How thoroughly successful from an artistic point of view Mr. TILLMAN'S show was may be judged from the fact that the "niggers" in the gallery laughed heartily at the minstrel. They accepted his "offering" as a bit of detached comic variety.

To treat legal and constitutional ques tions, grave questions of the right of the citizen and the powers of the Executive, now in the vein of Ancient Pistol, now in the vein of Costard, is among the many privileges of Mr. TILLMAN'S large license. He is a law unto himself and he seems disinclined to amendment. The eccentric comedian, the burnt cork artist of the Senate: what a noble distinction for a man of talent and ambition!

The Navy Personnel Bill

It is difficult to believe that the staff officers of the navy are actually opposing the Navy Personnel bill. The Washington press reports published here on Saturday morning suggest such opposition and enter into more or less convincing details by way of illustration.

The fact is that the bill in question does not relate even remotely to the staff officers or in any way menace or attack their interests. The measure is addressed exclusively to an improvement of the efficiency of the service as represented by the line. It contemplates only an exaltation of the material of command, an enlistment of the best ability, based upon and made possible by a gradual elimination of the incompetent. There is nothing to arouse the hostility of the doctors, commissaries, shipbuilders, chaplains and civil engineers. These are not concerned in the control of ships and fleets, the conduct of battles, the destruction of property and life, the defence of the nation, the command and manipulation of fighting forces. It is inconceivable that they, although devoted to the callings of peace, should antagonize the perfection of an establishment which after all furnishes a pretext for their employment in vari-

ous useful and honorable occupations. We are profoundly persuaded that there can be nothing in this unpleasant rumor to the effect that the staff officers are endeavoring to defeat the Navy Personnel bill now before the Congress. The bill does not refer to them, even by the most roundabout indirection. What the President wants, what the Navy Department wants, and what every thoughtful and enlightened citizen wants, is to increase the efficiency of the line. Everybody realizes the importance of having better material for the command of fleets, squadrons and individual ships. Nobody desires the perpetuation of a system under which the country gets flag officers who, in many instances, have passed the age of feal ability and who achieve honor

their talent of survival and longevity. Our Captains are too old. They have wasted their powers and relinquished their enthusiasms in long years of subjection and subordination. And they

MORE RAILWAY LEGISLATION.

WASHINGTON, Jan. 13 .- Another important allway bill has passed the Senate. Upon its surface such a proposition appears com-mendable. If the travelling public is menaced in life and limb by the acts of railway employees whose brains and muscles are overtaxed by reason of long hours on duty, by all means some law should be passed for protection, and as well for the protection those whose lives are endangered by the mental or physical exhaustion of their fellow employees. To such a proposition there can proposed remedy is the best that can be confaults, to give to the navy competent eived is quite another question.

The bill submitted by Mr. La Follette enuntered more than forty amendments in the course of its brief consideration by the Senate. It received the support of a large number of railway employees and was op-posed and denounced by many others. The President indorsed it by saying that measure is a very moderate one and I can onceive of no serious objection to it. very important number of railway employees of railway managers who are interested in its operation have conceived of many and serious objections to it. Presumably these thousands of employees are not eager to be overworked or to be held criminally responsible for disasters which may result from their mental or physical exhaustion. Presumably also railway managers make no strenuous effort to break accident records by putting or by keeping wornout and sleepy

nen on duty.

Even admitting the lamentable frequency SMITH of the Piedmont Art Gallery is rallying with all his awful weight and volume of railway accidents in this country, it may around Mr. ROOSEVELT and railroad baithe doubted whether there a good foundation for a strange notion which seems to be held ing. The greatest American family leaps by many, that railway managers are indifferent to the safety of either their employees or the travelling public. Inasmuch as the number of accidents properly attributable to this enewed his pledge of devotion to the Pee particular cause is comparatively small, and pul. No evening clothes for that immortal nasmuch as the operation of this law will tribune. Indeed, there is no night to his work material injury to many thousands of wage earners, entail loss upon railways, and in all probability inconvenience upon the travelling public, there remains a question TRANSPORTATION'S PETTY GRAFT whether the desirable and necessary end could

not be obtained along some other line. Assuming the general propriety of this bill one clause in it would certainly be open to a careful reconsideration. By its terms a fine of not less than \$100 nor more than \$1,000 is to be imposed whenever any railroad or any of its officers or agents shall permit any employee * * * to remain on duty more than sixteen consecutive hours." except in the case of a limited number of unforeseen incidents. In every probability a strict compliance with this regulation will leave trains, both freight and passenger, either hung up on sidings or "dead" on main lines, awaiting the arrival of fresh train crews. A list taken from actual reports of conductors and train despatchers in cases where trains have been delayed to the sixteen hour shows thirty-seven different causes of delay which are not recognized in the exemptions of the La Follette bill.

The probability is that this legislation, if enacted will fall into that collection of laws which have broken under their own weight. If many more duties are imposed on the Interstate Commerce Commission that body will need a very considerable enlargement, as also will be in need of legislation limiting its hours of labor.

The Harriman School.

From the Cleveland Plain Dealer Not all the speeches that William J. Bryan ould deliver in his lifetime would make as many converts to his latest theory as have his kidney in the last five years. It is conceivable, too, that Mr. Bryan's prolonged silence on this subject has been due to his belief that his dearest foes are playing his game better than he could himself is the fact he is not mistaken. The Harriman school of finance is breeding Socialists to an extent appreciated by nearly all Americans except its own heads.

An Author's Soliloguy TO THE EDITOR OF THE SUN-SIR My unpublished works? Well, yes, let me to be sure. There are some, of course: we all have them; that

What are they? A few? Why yes, if you like First "Sarah's Dilemma"; a good story; very fine domestic interest. It went the rounds, though; some said too strong; some, not strong enough.

chough, and they hastened to express their dis-belief that there was anything contraband about It now reposes in the seclusion of my design Next: yes, that's it, "Sir Peter of St. Dunstan's."
"Too much color": "not enough color": "no force":

Again consigned to the abode of "hopes deferred."
Third: "John's Mistake"; or, "The Story of a
Wayside Parish"; I can't remember which. quick to recognize it. There was no extra charge paid on that trunk at least. In both the above cases it will be seen determined investigation forced honesty, and it would in most cases if people would take the trouble to follow However, it doesn't matter; both were good. But the market seemed well stocked with takes" and "Parishes"; "lacked spice." the matter up to an end. American impattence Next: Oh. yes: "Too Good to Be True."
What's that? Not a good title? Why not? A rallway postal clerk used to relate with great glee to the writer how the clerks at Caristmas time used to slam the boxes of candy into the pigeon-holes with such force that the ends broke and the It was returned, however; so many things are to

good to be true that nobody wanted any more. Have I got them all? Yes, I believe so; no, there's The last: "The Story of the Great Unknown."

That was a masterplece; at least, I thought so But, well, something about Brown, Jones or Robin son would have been better. No, that's all. I cannot satisfy an unappreciative public. Some time I may write a composite of them. That should please every one, and

my unpublished works would at last be sold. NEWTON, Mass., January 12.

Decaying French Fisheries.

To THE EDITOR OF THE SUN-Sir: I am glad
"A Victim" has called public attention to that form While the fisheries of Newfoundland (British of petit larceny which finds expression in the collection of express charges at points of delivery after such charges have been fully prepaid. I cannot colony) are as busy as they can well be, those of the adjacent French colonies of St. Pierre and Mique-lon, and the five lesser islets lying off the coast believe that the express companies, already paying of Newfoundland, are the reverse. This informs tion is given in a report to the British Foreign Office says Dady Consular and Trade Reports. These need these petty contributions to increase salaries or carry on their business. Is it all because they do not pay their drivers enough? ossessions consist of rugged masses of rock with thin coat of soil, and boast of little vegetation. When the stealings are discovered the companies "stand and deliver" with profuse apologies. When they are not discovered the drivers laugh at the There is one safe harbor, St. Pierre, around which has been built the town of that name, the seat of government. Its population in 1903 was some 5,490 out of a total of 6,500 in the whole colony, but A case recently came under my observation when since that time, owing to the great scarcity of cod-fish, the consequent decline of trade and the higher s demand was made for one dollar on a package for charges known to have been prepaid. Investicost of living, some 1,000 persons have emigrated gation followed, and the driver was arrested an

> The British Consul reports empty sheds, stores shops and houses in various stages of disrepair and decay; fish drying yards, carefully prepared with large stones for airing the cod, now choked with weeds, and the surrounding woodwork succumb-ing to the wind and weather; landing stages rosting and gradually falling to pieces, and merchants liquidating and going away, while none come to replace them, as some of the signs of bad times now to be seen. Everything in the way of merchandise has to be imported, as the islands produce nothing, being used entirely for the fish industry. The cod dropped last year to less than half that sum. On an average they have 100 days of fog in a year i

From the Milwaukee Sentinel. It is hard to suit Alderman Stigibauer. A year ago he soaked Mayor Becker in the eye because h took an interest in the budget, and to-day he accuse

him of trying to be spectacular in urging a solution

New Year's Eve. Thomas Hardy in the Fortnightly Review.
"I have finished another year," said God,
"In gray, green, white and brown;
I have strewn the leaf upon the sod,
Seaied up the worm within the clod,
And let the last sun down."

"And what's the good of it?" I said.
"What reasons made You call
From formless void this earth I tread,
When nine and ninety can be read
Why nought should be at all?

"Yes, Sire: why snaped You us, 'who in This tabernacle groan'?— If ever a joy be found herein, Such joy no man had wished to win If he had never known!"

Then He: "My labors logicless
You may explain; not i;
Sense sealed I have wrought, without a guess
That I evolved a Consciousness
To ask for reasons why!

"Strange, that ephemeral creatures who By my own ordering are, Should get the shorthess of my view, Use cutif tests I never knew, Or made provision for!"

THE SMALL INVESTOR. Why Does the Government Seek to Curtail

TO THE EDITOR OF THE SUN-Sir: As small investor I would like to ask why it is that the Government in its investigations of seems to take the position that these corporations are the private property of the officers who are managing them. In fact these properties belong to the stockholders, who n tens of thousands, who are scattered all over the country, and who have elected these men because of their ability as managers to direct the affairs of their respective corporations.

Why should it be considered such a crime for a person who has invested his savings in the stocks of a railroad or industrial corporation to participate a little in the general prosperity of the country by a little increas dividends? The farmer, the merchant, the mechanic and the laborer have all shared to a tremendous extent. The prices of all farm products have risen from 50 to 100 per cent Profits in trade have been very much greater and labor of all kinds never was so well paid as at the present time. The man who has a fixed income from investments and no other source of income cannot meet the additional cost of living which has been brought about by these prosperous times, except by consuming ess, unless the companies in which he has invested are permitted to pay larger dividends during the times of inflation.

Suppose a man has saved enough to have invested in railroad stocks \$20,000. At 6 per cent., If the road paid that much dividend, which is considered pretty large, his income from it would be \$1,200 a year. I venture the assertion that there is not a rmer in the United States who has as much as \$20,000 invested in a farm and the tool necessary to operate it who has not, for the past eight years, received more than \$1,200 a year from his investment after allowing self a liberal salary as superintendent. If it is the business of the Government to see that railroads do not earn enough to pay to their stockholders at any time more than or 5 per cent. in dividends, why is it not as much the business of the Government to see that the farmer does not at any time receive more than three or four cents a pound for live hogs?

I know that hogs can be produced at a profit at four cents a pound on foot. For the seven years they have been bringing from six to nine cents a pound. I merely nention hogs in this connection because they seem most appropriate for the illustration.

Why does the Government insist on cheaper transportation for the hog? Is it because the farmer is so anxious to furnish his products at a cheaper price to the consumer? It may be that is the reason, but I have never met a farmer who thought it was.

These problems of Government interference in matters of transportation, trade and commerce are quite perplexing to me. Of course I have not had much chance to study them, for after I was mustered out of the service at the close of the civil war I was but seventeen years old and had to go to work to earn a living, which I succeeded in doing without a pension or Government aid in any way except good wholesome laws. I have brought up and educated a family of seven, and have a little, not much, for a rainy day and old age. Samu:
PLAINFIELD, N. J., January 12. SAMUEL REID.

IF.

Possibilities of War With Japan and Great

Britain. TO THE EDITOR OF THE SUN-Sir: If was was declared between Japan, her British ally and ourselves, over the present situation, would there be any warning? Even if we had time could we prevent Japan from using Canada as a base? With such an established base is it in the range of possibilities for us to organize, equip and whip into shape an army of sufficient strength to resist the half million trained soldiers Japan could rush into Vancouver on British ships under the pro-tection of her navy? We here in the East would have all we could do to prevent a British army from Halifax, say 250,000, from pushing us into the bay. With another army of 200,-000 Canadians, British or Japanese in the vicinity of Chicago and nothing but a "long walk" in their way, with the British military road, the Canadian Pacific, for transpor simple than a clean sweep of the country?

Maybe our representatives in Washingto who object to a sufficient army to keep the equipment from getting rusty or enough ships to give us at least a fighting chance to remain on the map will stop long enough on their run to the tall timber to wish that they had been able to see beyond the length of their noses, and instead of following their own narrow minded ideas had thought of and prepared for these possibilities. The old mound dwellers may have thought as they do. The survival of the fittest, let's hope, will prevent the yellow man from some day wondering

NEW YORK, January 12.

The whole thing is a product of the kind of realist stition. The creed assumed that in fidelity to bare fact there lay some absolute artistic value. We maintain, on the other hand, that such accuracy has no value for art, and if carried to an extrem positive blemish. We would argue, further, that even when the landscape is of the essence of the drama, accuracy, involving personal knowl-edge, is not indispensable, provided the proper kind of imagination be in the writer. The extreme view of "local color" is akin to that old heresy in rlobe trotting"—the belief that no man is entitled o speak with authority about, or to administer far country unless he has visited it

The answer is that statesmanship is the wise us data themselves. A statesman who visits many countries in a hurry will often be far less fitted to form an opinion on their problems than the man who remains at home and soberly studies the re ports of experts. So, too, with the novelist. If he has any power of imagination he will often be far better able to construct his picture at second hand from books than if he had visited the place for a day or two and seen only one aspect of it. A man who lays his scene in an African forest will do better to study volumes of travel written by men who have pent years in its recesses than to pay a hurried visit to the Gold Coast and return with a confuse impression of heat and moisture. The statesman and the author are exact parallels. In both cases long residence in and a serious study of any locality are of the highest value, but in both cases also it is wiser to use the results of others than to attempt to cram what should be the work of years nto a day or two.

The author of "John Inglesant" never visited Italy but it would be hard to better the impresower of his Italian descriptions. Trollope has written the best novels of life in a Cathedral city hough he declared that he had never stayed in and scarcely ever visited one before he wrote "The Warden." Str Walter Scott, if we are not mistaken, rrote "Anne of Gelerstein," with its admirable escriptions of Swiss scenery, before he had seen

Streets Paved With Gold.

Literally, the streets of Guadalajara, Mexico are paved with gold. Gold and silver to the value of \$6,000, says the Mining Review of Los Angeles, as just been discovered in the asphalt pavements laid there in the last two years by the Mexican Asphalt Paving Company. In the preparation of the asphalt mixture the company used tallings from old Spanish and Mexican reduction works in the Etsatian district. A few days ago a big shipment of tailings was received for addit work, and wholly through curiosity the company's local manager had a number of assays made. These revealed that the tailings average \$15 a ton in gold and silver. Already about 400 tons of tailings have been used in pavement construction.

The Universal anguage of Clothes.

From the Fortnightly Review.

The top hat represents the universal language of attire. It walls and weeps against the walls of

Jerusalem, and it turns up in the solitudes of th desert; even the loneliest mountain peaks are not safe from its democratic simplicity. Once I met a silk hat, probably rescued from some benevolent dust bin, milking a cow in a London park. The hat nearly caused a riot; each and every passerby turned and stared indignantly. The eccentric cowboy in the top hat finished his allotted task and in company of his cow and the milk pail and in company of his cow and the milk pail he ambied placidly out of sight. Still, one can't help asking, in the interest of personal liberty, why shouldn't a silk hat be permitted to milk a cow? The cow doesn't mind, so why should we?

W. S. GILBERT'S MEMORIES.

His Talk About Arthur Sullivan at the Recent "Savoyard" Dinner in London. From the London Standard.

No author was ever blessed with a more ealous or more effective body of coadjutors. Death has sadly thinned our ranks, taking from us Alfred Cellier, our esteemed con-ductor; D'Oyly Carte, and lastly, my old friend and invaluable coworker, Arthur Sullivan-whose untimely death, in the fulness of his powers, extinguished the class of opera with which his name is so honorably identified—a composer of the rarest genius. and who, because he was a composer of the rarest genius, was as modest and as unassumng as a neophyte should be but seldom is. I am not at my merriest when I remember all that he has done for me in allowing his genius to shed some of its lustre upon my humble name, and it is a source of sincere gratification to me to reflect that the rift that parted us for a while had been completely bridged over, and that at the time of his lamented death the most cordial relations existed between us.

I was introduced to him thirty-seven years ago by my friend Fred Clay. Our acquaint-ance began, merrily enough, with a jest to which he often referred in after years. was at that time engaged in writing a three act blank verse comedy called. "The Palace of Truth." One of the characters is a musical impostor who had succeeded in establishing a reputation by the use of highflown technical commonplaces. Curious to know how one of his speeches would impress a skilled composer. I turned it from blank verse to colloquial prose, and said to him, "My friend Fred Clay and I have been discussing a technical point upon which you may be able to throw some light. My contention is that if a musician who is master of all instruments has a musical theme to express, he can express it as readily upon the simple tetrachord of Mercury, in which, as we all know, there are no diatonic intervals whatever, as upon the more elaborate disdiapason with the three tetrachards and the redundant note, which, as I need not remind a composer of your distinction, embraces in its perfect consonance all the simple double and inverted chords." He thought it over for a few seconds, and then said that he was not prepared with an answer offhand, but that he would think it over and let me know. I believe he left me under the impression that he had been speaking to a master of thorough bass and counterpoint—an illusion that was quickly dispelled at our first business interview.

When Sullivan and I began to collaborate. a reputation by the use of highflown technical

bass and counterpoint—an illusion that was quickly dispelled at our first business interview.

When Sullivan and I began to collaborate. English comic opera had practically ceased to exist. Such musical entertainments as held the stage were adaptations of the crapulous plots of the operas of Offenbach, Audran and Lecoq. The plots had generally been bowdlerized out of intelligibility, and when they had not been subjected to this treatment they were frankly improper, whereathe ladies' dresses suggested that the management had gone on the principle of doing a little and doing it well. We set out with the determination to prove that these elements were not essential to the success of humorous opera. We resolved that our plots, however ridiculous, should be coherent; that our dialogues should be void of offence: that, on artistic principles, no man should play a woman's part and no woman a man's. Finally, we agreed that no lady of the company should be required to wear a dress that she could not wear with absolute propriety at a private fancy ball; and I believe I may say that we proved our case. As regards the sumptuary law which we imposed upon ourselves, I may say that it is sindorsed to-day by the producers of musical comedy, for you must all have remarked that the ladies who play in those very unfairly depreciated entertainments are generally clothed in dresses of irreproachable propriety.

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We are credited—or discredited—with one conspicuous failure. "Ruddigore, or the Witch's Curse." Well, it ran eight months, and, with the sale of the libretto, put £7,000 into my pocket. In the blackness of my heart the worst I wish to my rival dramatists is that they may each have a dozen such failures, and retire upon the profits. By the way, it is not generally known that, bending before the storm of press execration, aroused by its horrible and blood-curding title, we were within an ace of changing it from "Ruddigore, or the Witch's Curse" to "Kensington Gore; or Robin and Richard Were Two Pretty Men.

An while I am dealing with "Savoy Opera," I am anxious to avow my indebtedness to the author of the Bab Ballads, who, I am told, is present this evening, and from whom I have so unblushingly cribbed. I can only hope that, like Shakespeare, I may be held to have so far improved upon the original stories as to have justified the thefts that I committed.

The Telegraph and Electric Roads. From the Electrical Review.

places encountering serious difficulties in the operation of their circuits by the encroachments of electric traction systems. As the employment of high potential alternating current for electric rapidly throughout all parts of the United States it is obvious that telegraph engineers will have to face numerous problems from harmful induction and conduction effects from this cause. It is, in of these high potential alternating current circuits upon the telegraph service will be. In the event of the general electrification of steam railways it is probable that it will in many cases be necessary to remove the telegraph lines from the vicinity of the railway tracks and seek rights of way removed to a safe distance therefrom. In-deed, this action has already been taken by one of the telegraph companies between New York and

of the New York, New Haven and Hartford Rall

In six years, with an increase in the populatio of about 2,400,000, or something more than 10 per cent., the South has increased the value of its farm products by \$725,000,000, or \$7 per cent., and the value of its manufactures \$761,000,000, or \$2 per cent. It has added 3,493,000 spindles to its cotton mill outfit, an increase of 55 per cent., and its mills used in 1906 about 2,375,000 bales of American cotton, or 48 per cent, more than in 1900.

In the six years the South's annual pig iron production has increased by 896,000 tons, or 34 per cent.; Its coal production by 34,202,000 tons, or 89 per cent.; the value of exports at its ports, \$177, 000,000, or 38 per cent., though it furnishes more merchandise for export than it handles ts own ports, and in that time its railroad mileage has increased by 11,441, or nearly 22 per cent., and the assessed value of its property by \$2,490,000,000, or nearly 48 per cent.

Paris's Big Railroad Station.

There is now being built at Juvisy, in the out-skirts of Paris, a station which it is believed will when finished be the largest in the world. At Juvisy all the lines meet of the Paris-Lyons-Marsellies and of the Orleans systems, about thirty pairs of rails being interlaced. From this point radiate the lines which carry traffic to southern France, to Italy, to Spain and to Portugal. The new station covering all these rails is to be built

Britain's Unlearned African Lesson

From the Broad Arrow It is just seven years since the British Empire celed from the blow dealt to its military prestige in South Africa. But all the good resolutions formed then have come to nothing. There is not the slightest doubt that had England possessed a national states-man of courage and foresight the opportunity might have been turned toward better things. But we had none such. We are to day in a relatively worse posi-tion than we were in 1899.

Now It's the Flapper's Tura.

From the London Throne.
It is now the flapper, with skirts to her ankles and her hair down, that constitutes man's ideal. Small uncheons, dull day at Ranclagh, and the hour after dinner, once abhorred of men folk, now attract them simply because the schoolroom contingent is likely to be on view. It is entirely due to certain musical comedies in which flappers have been the heroines

London Farewell to Mr. Aked.

From the London Globe The Rev. Dr. Aked has accepted the call to the church of the Rockefeller in New York at a salary which will enable him to lay up treasure on earth, where moth and rust doth corrupt and thieves break in and steal. But then, after all, it is the reward of the nerit. Dr. Aked was always a gifted minister.

Speeding the Chisel.

The sculptor was working overtime on the Lac-"Want to get it done before Roosevelt comes Herewith he gave another jab to the snakes.

Why She Went Home to Mother. She-Will you have one lump or two? He-Do you refer to the sugar or the biscuits?

ker-Everything but the point.